



SEWELL/HUDLOW NEIGHBORHOOD PLAN

ADOPTED BY MAYOR AND COUNCIL
MARCH 14, 1988
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Planning
Department
City of Tucson, Arizona

MARCH 1988

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CITY OF TUCSON
PLANNING DEPARTMENT

MARCH 1988

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Adopted by Mayor and Council – March 14, 1988 - Resolution 14368
April 12, 2005 – Resolution 20046 (Amendment)

HEARINGS

Mayor and Council

March 14, 1988

April 12, 2005

Planning Commission

March 2, 2005

SEWELL/HUDLOW NEIGHBORHOOD PLAN

TABLE OF CONTENTS

	page
Acknowledgment	ii
I. Introduction	1
II. Glossary	4
III. Plan Goals/Plan Implementation	7
IV. Land Use Policies	8
A. Residential	8
B. Nonresidential	12
V. Buffering Techniques	15
VI. Public/Semi-public Policies	18
A. School District	18
B. Medical Complex	19
C. Floodplain Management and Flood Control	20
D. Transportation	25
VII. Plan Administration	27
Maps	
Location Map	iii
Boundary Map	3
Land Use Development Maps	10, 11
Drainage Maps	21, 22
Major Street and Routes Map	24

ACKNOWLEDGMENT

Sometimes in our haste to reach our goals, we forget to thank those who helped us along the way. In a true spirit of appreciation, we would like to recognize everyone who gave of their time and energy to make the *Sewell/Hudlow Neighborhood Plan* a reality. It is not possible to name all of you individually, but special thanks are due to the Wilmot Desert Estates and Thunderbird Heights Neighborhood Associations for their foresight in recognizing the need for a neighborhood plan. Their Boards of Directors conducted a neighborhood survey which provided guidance to the Steering Committee on the Sewell portion of the planning area. Appreciation is also expressed to the Drachman Institute for their analysis of the survey data.

Representatives of Harold Bell Wright Estates as well as other subdivisions in the Hudlow area helped us understand the concerns of the Hudlow area. In addition, we were able to gather input from commercial, public, and semi-public resources through their representation on this committee. The amalgamation of these diverse groups into an effective planning body was not without its difficulties, but we were fortunate to have the expertise and guidance of four representatives from the City Planning Department who helped us focus on our task. To them we are deeply grateful.

We also wish to thank the different City agencies for the extensive information in the Sewell/Hudlow Inventory and for their review and suggestions on the working draft. The Wilmot Library provided us with a place to work and, along with Sewell and Hudlow schools, places for public review of the draft plan. Finally, we are indebted to those who encouraged us to begin and to those who worked with us to the end. It has been a long and arduous task but well worth the effort of all who participated. Again, we thank you.

Dr. Arthur D. Silver, Co-chair
Barbara Emmons, Co-chair
Sewell/Hudlow Steering Committee

I. INTRODUCTION

OVERVIEW

Based on the information collected during the inventory process, the Sewell/Hudlow area is comprised primarily of long established low-density neighborhoods which are located within convenient proximity to the center of the City. The area is bounded and bisected by heavily traveled arterial streets. Some sections of these streets are developed in neighborhood and community commercial uses. Other sections retain intact stretches of low-density residential uses. The Broadway/Wilmot area is designated in the *General Plan* as a regional activity center and represents an area of intense human activity (see Land Use Development Maps, pages 10 and 11). A major medical complex is located in the area of Wilmot Road and Carondelet Drive. Little vacant land remains within the Sewell/Hudlow area. However, vacant parcels remain along Broadway Boulevard, along Carondelet Drive, and at the northeast corner of the intersection of Sonoita and Second Street. The Alamo Wash in the Sewell area and the Rosehill Wash in the Hudlow area represent the primary drainageways. The Alamo Wash is lined with vegetation and provides a habitat for wildlife for much of its stretch between Broadway and Speedway.

HISTORICAL NOTES

Many of the single-family residential subdivisions in the Sewell/Hudlow area were developed in the late 1940s and the 1950s. For example, Wilmot Desert Estates in the Sewell Area was first sub-divided in 1946 and Harold Bell Wright Estates in the Hudlow Area was sub-divided in 1950. The City limits extended to just east of Country Club in the late 1940s. Tucson in 1950 had a population of 45,454 people. Early residents of the Sewell/Hudlow area, therefore, were moving into new subdivisions which were surrounded by undeveloped desert land and enjoying a clear view of the mountains to the north and south.

The origin of the name of Harold Bell Wright Estates provides an interesting historical footnote to the Sewell/Hudlow study area. Harold Bell Wright Estates located southeast of the corner of Speedway Boulevard and Wilmot Road, is named after the author of a number of popular American novels written in the first third of the 20th century. Harold Bell Wright built a home in the area when advised by his doctor to leave New York and locate in a dry climate as a cure for respiratory problems. Many of the streets within the subdivision are named after titles of M. Wright's novels or after characters in his books. For example, Barbara Worth is named after *The Winning of Barbara Worth* and Shepherd Hills is named after *The Shepherd of the Hills*.

The General Plan was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "*Comprehensive Plan (CP)*" was changed to the "*General Plan*" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

BOUNDARIES

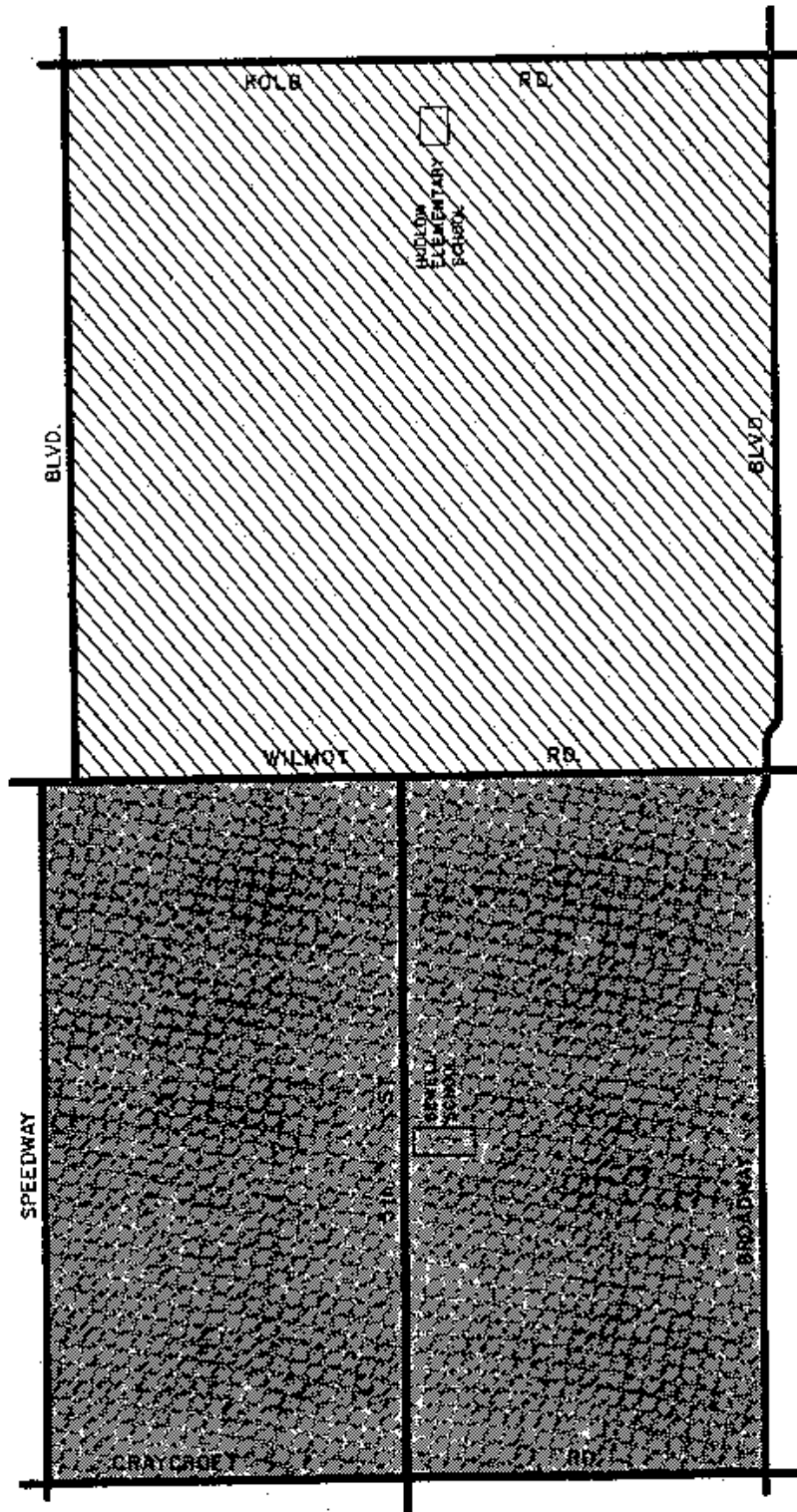
The *Sewell/Hudlow Neighborhood Plan* covers the area which is bounded by Craycroft Road on the west, Speedway Boulevard on the north, Kolb Road on the east, and Broadway Boulevard on the south.

ADJACENT PLANS

The *Sewell/Hudlow Neighborhood Plan* is adjacent to the *Rogers Neighborhood Plan* which is being reviewed and updated during the on-going Broadway-Craycroft planning process. A portion of the western boundary of the *Sewell/Hudlow Neighborhood Plan* is shared with the *Gateway Center Planned Area Development* and a common intersection at Craycroft and Broadway is shared with the *Williams Addition Planned Area Development*. (**Note: Planned Area Developments were originally adopted as "Specific Plans" pursuant to the Tucson Zoning Code and, subsequently, the Tucson Land Use Code. The terms "Specific Plan (SP)" and "Specific Planned (SP) Districts" were changed to "Planned Area Development (PAD)" and "Planned Area Development (PAD) Districts" by Ordinance 9374 which was adopted by Mayor and Council on April 10, 2000. This change in title does not affect the substantive provisions for the districts as adopted.**)

STEERING COMMITTEE

The policies and recommendations of this *Plan* were developed with the assistance of the Sewell/Hudlow Steering Committee Steering Committee. The Steering Committee members represent a cross-section of the plan area and the Tucson community, including City residents and business people, and neighborhood associations. The Committee assisted the Planning Department in evaluating the issues, developing goals and policies, reviewing the draft plan, and coordinating the citizen participation process.



SEWELL/HUDLOW NEIGHBORHOOD PLAN BOUNDARIES AND SUBAREAS



LEGEND:



SEWELL AREA
HUDLOW AREA

II. GLOSSARY

ACCENT PLANT means a specimen plant having dramatic form or is otherwise visually interesting or unique.

ACTIVITY CENTER means any land use or combination of land uses which generates a substantial amount of human activity in a relatively close proximity. Activity Centers are basically multiple use entities that provide opportunities for intense development. Essential components of the activity center should include:

A variety of urban land uses including employment generators and necessary support services;

commercial and business service uses such as retail stores and shops, offices, restaurants, hotels, theaters, and other entertainment facilities;

high-density residential uses including apartments, townhouses, and/or condominium developments;

public services, especially an efficient vehicular public transit and pedestrian circulation system.

ADJACENT means properties with one or more contiguous boundaries including across all common rights-of-ways and easements.

ARCHITECTURAL ELEMENTS means any structure, including freestanding walls and buildings, or design element, such as a fountain or archway, which is usually constructed of man-made materials.

ARTERIAL STREET means any street designated as an arterial on the *Major Streets and Routes Plan*.

CLUSTER DEVELOPMENT means a site planning solution in which building lots may be reduced in size and buildings grouped closely together or have common walls, preserving the undeveloped land for buffering and open space.

COLLECTOR STREET means any street designated as a collector on the *Major Streets and Routes Plan*.

COLOR means the hue, intensity, and tonal value of a form's surface; color is the attribute that most clearly distinguishes a form from its environment.

COMMERCIAL LAND USE means land use that involves the retail sale and/or wholesale of products or business services, as well as limited manufacturing activities.

COMMUNITY LEVEL means commercial uses primarily intended to serve an area-wide market.

NEIGHBORHOOD LEVEL means commercial uses primarily intended to serve a local neighborhood market; found primarily in the B-1 zone.

DENSITY means number of dwelling units per acre. (see Residential Cluster Project [RCP])

LOW-DENSITY RESIDENTIAL means densities of up to six units per acre; primarily single-family detached units, but zoning allows attached units, such as duplexes and townhomes in some instances.

MEDIUM-DENSITY RESIDENTIAL means a density from 7 units to 14 units per acre.

HIGH-DENSITY RESIDENTIAL means a density of over 14 units per acre, including multi-family developments, such as townhomes, apartments, and condominiums.

DROUGHT-TOLERANT VEGETATION means low-water-use plants which, after they are established, can survive within the Sonoran Desert climate with little or no supplemental watering.

GATEWAY ROUTE means an urbanized arterial or collector street that connects major activity and employment centers; usually streets which are heavily traveled by residents and visitors alike. The intent of the Gateway designation is to upgrade the streetscape.

LAND USE DEVELOPMENT MAP means the graphic depiction of existing or designated land uses which meet the criteria of area plan policies.

LOT DEVELOPMENT OPTION means an administrative variance for setback requirements.

LOW-RISE means multi-story development not exceeding 40 feet in height.

MAJOR STREET means any arterial or collector street designated in the *Major Streets and Routes Plan*.

MID-RISE means multi-story development not to exceed 75 feet in height.

MINI-OASIS means an area of lush vegetation in which plants with high water requirements are concentrated.

OPEN SPACE means usable open space as defined by the *Tucson Land Use Code*, both active and passive recreational areas, or landscaped areas.

RESIDENTIAL CLUSTER PROJECT (RCP) means an integrally designed residential development, which can offer a diversity of housing types and densities, and which allows for greater design flexibility. Use of this option may result in higher densities than allowed under conventional residential zones.

RESIDENTIAL OFFICE means administrative and professional office uses that will complement a residential environment. Typical development consists of office conversions from existing residential uses fronting on major streets and new construction limited to 16 feet in height for small office projects.

STRIP COMMERCIAL means a pattern of commercial development characterized by incremental additions of single function businesses along a street frontage. Such development typically has separate vehicular access points and parking for each business, and a lack of pedestrian linkage between individual businesses.

TEXTURE means the surface characteristic of a form; texture affects both the tactile and light-reflective qualities of a form's surface.

UNDERSTORY means vegetation planted below the tree canopy, such as shrubs and groundcover.

VIEW CORRIDOR means an unobstructed line of sight to mountain peaks from at least one point from adjacent development.

III. PLAN GOALS/PLAN IMPLEMENTATION

PURPOSE

The purpose of the following policies is to protect the integrity of the existing neighborhood while allowing for new development where appropriate as shown on the Land Use Development Maps. This goal can be achieved through the careful siting of more intense uses and through adequate screening and buffering of potentially inharmonious uses.

PLAN GOALS

The *Sewell/Hudlow Neighborhood Plan* is intended to guide future development within the area, while protecting and enhancing existing neighborhoods. The overall *Plan* goals are to:

Preserve and protect the integrity of established low-density neighborhoods.

Identify appropriate locations for new development.

Protect and enhance vegetation and open space along the Alamo Wash and the Rosehill Wash.

Provide safe and efficient circulation systems for all modes of transportation including pedestrian.

PLAN IMPLEMENTATION

The *Sewell/Hudlow Neighborhood Plan* will be implemented primarily through the rezoning process and the expenditure of funds through the City's capital improvements programs. When an application for rezoning is received by the Planning Department, the application will be reviewed for compliance with the general land use and specific subarea policies. If the requested rezoning is not consistent with the adopted plan policies, an amendment to the *Plan* will be required before that rezoning case can be heard. The Mayor and Council have further strengthened area and neighborhood plans by limiting consideration of amendments for two years after plan adoption.

The *Sewell/Hudlow Neighborhood Plan* will also be used during the rezoning process to evaluate proposed developments for consistency with adopted policies. Rezoning evaluations will be based on all plan policies and recommendations. The Land Use Development Maps are provided as a graphic depiction of the plan policies. No section of the *Plan* stands alone. The policies are designed to complement one another and to create a comprehensive approach to land use planning for the Sewell/Hudlow area.

Plan policies are also used in evaluations of Residential Cluster Projects (RCP) which are intended to encourage greater flexibility in residential developments by incorporating such elements as consolidated open space, historic and archaeological preservation, recreational amenities, sensitive architectural style, and lower and moderately priced housing.

IV. LAND USE POLICIES

RESIDENTIAL

The majority of land within the Sewell Hudlow study area is developed and is primarily comprised of low-density residential uses. Approximately 46 percent of the study area consists of low-density residential development and 8.6 percent is high-density residential. Medium-density accounts for less than 2 percent of uses. Since almost 10 percent of the land is in commercial use and an additional 5 percent is office, with 20 percent dedicated to roadways and alleys, and 5.3 percent to institutional, only 2.7 percent of the study area is left vacant.

Although nonresidential and high-density residential uses generally are located along major streets, low-density residential uses are still the primary land use found along certain stretches of several of the major streets in the Sewell/Hudlow area. Therefore, policy direction is needed to mitigate the potential negative impacts of new development on existing residential uses. The policies and implementation techniques found in this section are consistent with the adopted *General Plan* and other City policies.

Intent Statement: The following land use policies are provided to guide future development and ensure the compatibility of new development with existing land uses. The following policies should be used in conjunction with the Buffering Policies/Buffering Techniques, to ensure the compatibility of a higher density development abutting a less intense or lower density use. The Buffering Techniques can be used in various combinations to accomplish this goal (see Buffering Policies/Buffering Techniques).

Residential Goals:

Allow for a diversity of housing types.

Provide mitigation measures to buffer inharmonious land uses.

Encourage a mixture of high-density residential and nonresidential uses along designated arterial streets while promoting visual continuity along street frontages.

Policies:

1. Preserve and enhance the integrity of established neighborhoods.
 - a. Direct through traffic and traffic generated by more intense uses onto major streets (see Transportation Policy 2.a)
 - b. Ensure the compatibility of new residential development with existing land uses by demonstrating compliance with the recommended Buffering Policies/Buffering Techniques and encouraging residential patterns similar to

those in existing single-family subdivisions (e.g. Harold Bell Wright Estates is a large-lot, single-family subdivision).

2. Direct residential infill of vacant land in existing neighborhoods through the following criteria:
 - a. Low-density residential development is generally appropriate within the interior of established neighborhoods, along local streets and along certain stretches of residentially developed arterial streets as shown on the Land Use Development Maps, provided the new development retains the character of the existing single-family detached subdivisions.
 - b. Medium-density residential uses are appropriate along the north side of Carondelet Drive (see Nonresidential Policy 4 and Medical Policy 3) and on the vacant parcel located at the northeast corner of Sonoita and Second Street, in compliance with Buffering Policies/Buffering Techniques, as shown on the Land Use Development Maps.
 - c. Medium- and high-density residential developments are generally suitable along major streets as shown on the Land Use Development Maps.
3. Encourage the consolidation of parcels with common property lines when developing higher density residential uses to allow for adequate space to comply with the recommended Buffering Policies/Buffering Techniques.
4. Minimize the number of access points onto major streets.



LAND USE DEVELOPMENT MAP Sewell Area

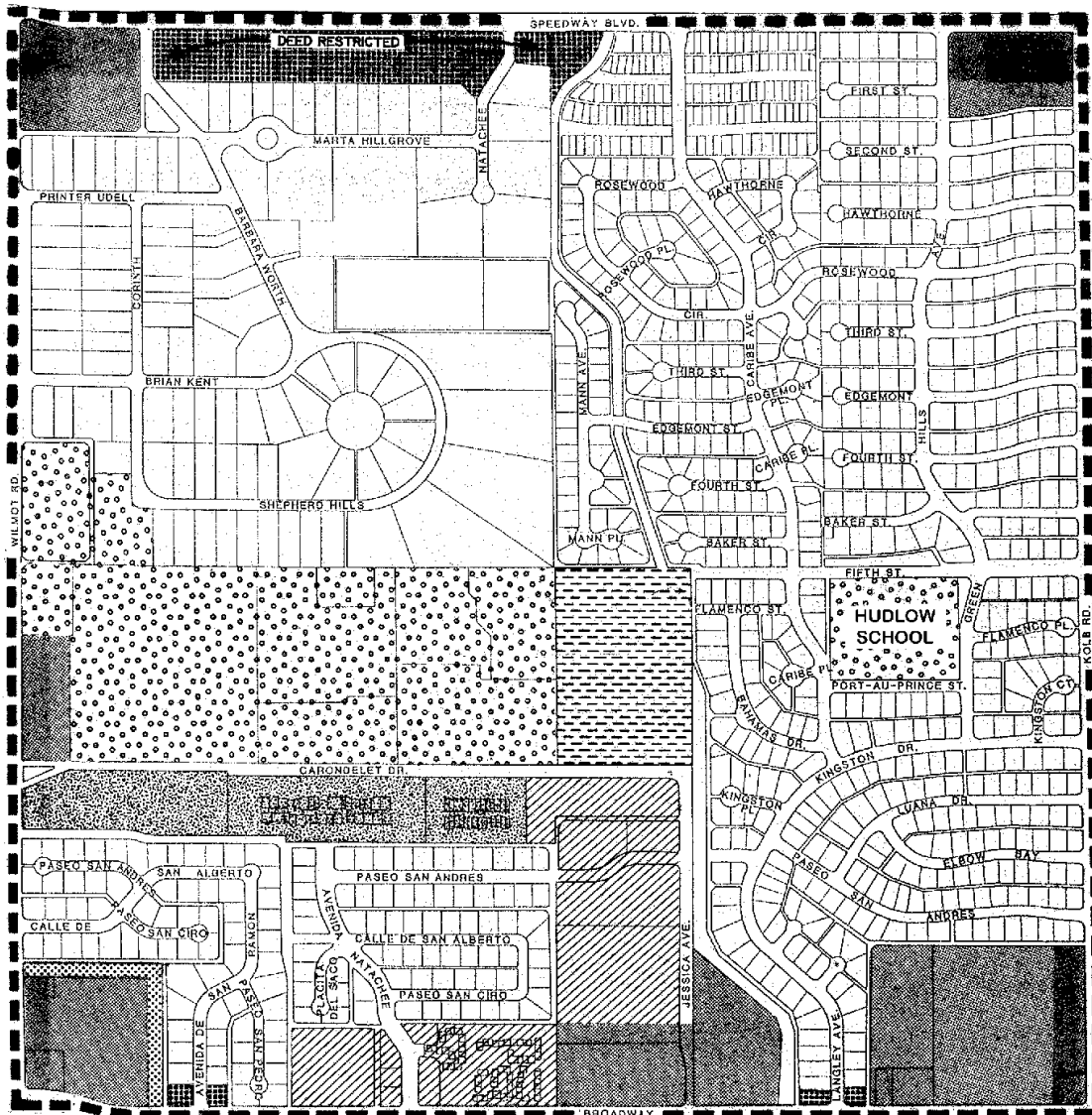
LEGEND:

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- LOW RISE OFFICE
- MIDRISE OFFICE/COMMERCIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL,
LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- ASSOCIATED PARKING
- RESIDENTIAL OFFICE



7-88

(Map amended on April 12, 2005, by Resolution #20046, which allowed Residential Office use at the northwest corner of Hawthorne and Wilmot)



LAND USE DEVELOPMENT MAP Hudlow Area

LEGEND:

- LOW DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- LOW RISE OFFICE AND MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL OFFICE
- LOW RISE OFFICE
- MEDIUM TO HIGH DENSITY RESIDENTIAL,
LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- ASSOCIATED PARKING



NONRESIDENTIAL USES

The Broadway/Wilmot area has been identified as an Activity Center (see definitions) in the *General Plan*. This Activity Center is comprised of many components which include a regional shopping center (Park Mall), a specialty shopping complex, neighborhood retail, and office/high-density residential node, and a medical complex. (St. Joseph's Hospital). In determining the extent, intensity and scale of additional development within these components, a number of factors need to be considered. For example, the traffic capacity of arterial streets could limit the amount of additional intense development which is appropriate, given existing development and the intensity of development allowed under existing zoning. Furthermore, lot size and depth will be a factor in determining if a more intense use can provide adequate buffering of adjacent uses, greater street setbacks and a transition of heights. In addition, the ability to provide an integrated pedestrian system throughout the activity center could be a factor in determining the extent of the center.

Nonresidential uses outside the Activity Center are located along stretches of Broadway and Speedway Boulevards. Developer interest exists for additional nonresidential development along other designated major streets within the area. However, the protection of established residential neighborhoods that remain along some of these transportation corridors must also be considered. For example, 5th Street, which bisects the Sewell area, performs a unique function and is designated in the *Major Streets and Routes Plan (MS&R)* as a commuter arterial. According to the MS&R, capital improvement programs and land use decisions involving rezoning requests will be reviewed with the intent of minimizing adverse impacts to the adjacent neighborhoods along this commuter arterial.

Intent Statement: These policies are designed to provide guidelines for the appropriate location of nonresidential uses in the Sewell/Hudlow area. They are designed to be used in conjunction with the Buffering Policies/Buffering Techniques.

Nonresidential Goals:

Allow for new, nonresidential uses provided the proposed development is designed in harmony with adjacent nonresidential and residential uses and in accordance with Sewell/Hudlow policies.

Establish design and location criteria for nonresidential uses adjacent to existing neighborhoods.

Policies:

1. Ensure efficiently designed, nonresidential developments by:
 - a. Minimizing the number of vehicular access points;

- b. Integrating the design with adjacent nonresidential development by providing common access points and parking, integrated vehicular and pedestrian circulation systems, and other common amenities such as landscaping and walls; and
 - c. Promoting consolidation of abutting parcels for new nonresidential uses to allow for adequate buffering of adjacent residential development.
- 2. Allow for the conversion of residential structures to residential office uses along Broadway Boulevard east of Wilmot, Speedway Boulevard east of Wilmot, and Wilmot Road south of Speedway, as shown on the Land Use Development Maps, when all of the following criteria are met:
 - a. Deed restrictions do not prohibit the use;
 - b. Primary access can be provided from an arterial street;
 - c. Parking and maneuvering requirements can be met on-site;
 - d. Screening and buffering for adjacent residential uses can be provided on-site;
 - e. The existing residential appearance of the structure can be preserved.

(April 12, 2005, Resolution #20046, allowed conversion to residential office use at the northwest corner of Hawthorne and Wilmot)
- 3. Allow for new nonresidential development along designated major streets as shown on the Land Use Development Maps.
- 4. Allow for low-rise office development along Carondelet Drive (also see Residential Policy 2.b and Medical Policy 3), along 5th Street from Craycroft Road to McKinley Avenue on the north side of the street, and from Craycroft Road to the parcel aligned with Van Buren Avenue on the south side of 5th Street, and at the northwest corner of 5th Street and Wilmot Road as shown on the Land Use Development Maps.
- 5. Allow neighborhood commercial and low-rise office development on Speedway Boulevard west of Wilmot Road and on Broadway Boulevard as shown on the Land Use Map.
- 6. Allow parking for associated uses in the areas shown on the Land Use Development Maps.
- 7. Allow for residential parcels on the north side of 1st Street to rezone to neighborhood commercial use, low-rise office development or medium- to high-density residential uses as shown on the Land Use Development Maps, when all the following criteria are met:

- a. Parcel is consolidated with the commercial parcel to the north which fronts on Speedway Boulevard;
 - b. All access is to Speedway Boulevard;
 - c. Parking and maneuvering can be met on site;
 - d. Adequate screening and buffering can be provided for adjacent residential uses in compliance with the Buffering Policies.
8. Recognize the Activity Center status of the Broadway/Wilmot area by providing an opportunity for low-rise office development along Broadway Boulevard and mid-rise office development along Broadway Boulevard approximately 600 feet east of the Alamo Wash and along Wilmot Road extending north to Fifth Street as shown on the Land Use Development Maps, when all the following criteria are met:
- a. Traffic generated by new development can be accommodated on abutting arterial streets through street improvements, upgrading mass transit and/or other alternate modes, or a combination of these techniques;
 - b. All access is onto arterial streets;
 - c. Parking and maneuvering requirements can be met on site;
 - d. Building heights transition to be compatible with adjacent heights;
 - e. Design complies with Buffering Policies.
9. Provide an integrated pedestrian circulation system throughout the Broadway/Wilmot Activity Center:
- a. During the rezoning and development review process, require new development to provide a clearly defined, internal pedestrian circulation system with amenities which provides connections to public sidewalks and adjacent development;
 - b. Pursue alternatives to arterial street-level pedestrian crossings to provide safe pedestrian circulation between components within the Activity Center, through funding mechanisms such as Improvement Districts, and in-lieu fees, to be shared among Activity Center uses.

V. BUFFERING TECHNIQUES

The following techniques have been developed to mitigate the potentially negative impacts of higher density residential and nonresidential development adjacent to existing low-density residential uses. The Buffering Techniques; are intended to be used in conjunction with the proposed land use policies.

One of the overall goals of the Sewell/Hudlow Neighborhood Plan is to preserve mountain views, whenever possible. Views of the Catalina, Rincon and Santa Rita mountains are visible from several points within the Sewell Hudlow neighborhoods. Since the mountain ranges surrounding Tucson provide a valuable scenic resource, the buffering policies and visual criteria address this issue by encouraging that views to mountain peaks be preserved.

Intent Statement: The following policies and buffering techniques are intended to be used in various combinations, depending upon the proposed development, the adjacent use, and existing site conditions.

BUFFERING POLICIES

LANDSCAPING

Goal:

Enhance the visual continuity of the neighborhood by planting drought-tolerant vegetation of similar form and scale to vegetation existing in the area.

Policies:

1. All vegetation planted along major street frontages and along the perimeter of new developments should be low maintenance and drought tolerant. Allow for more dense planting within the interior of the project to provide a mini-oasis effect, if desired.
2. Drought-tolerant trees, of similar form and scale to trees existing in the area, should be planted along major street frontages. Understory vegetation, such as shrubs and groundcover, is also recommended.
3. When site conditions permit, preserve or relocate trees with a caliper of four inches or greater, including saguaro cacti and ocotillo.
4. Accent plants can be utilized at the intersections of major streets and for the primary entry areas of new developments.
5. Locate plants, such as thorny cacti, which present a hazard to pedestrians, a minimum of five feet from the edge of a walkway.

6. Enhance architectural features, including proposed structures, with drought-tolerant vegetation proportional in scale and mass to the architectural element. Landscaping could include trees, shrubs, and groundcover.

PARKING AND OUTDOOR STORAGE AREAS

Goal:

Enhance the visual impact of a parking area with more than four spaces, as well as nonresidential outdoor storage areas adjacent to existing residential uses.

Policies:

1. Provide landscaped earth berms, a dense screen of shrubs, or three-foot-high masonry walls, which will not impede storm water runoff, along street frontages to screen parking areas with over four spaces.
2. Provide a landscaped strip, including canopy trees and a minimum five-foot-high masonry wall, which will not impede storm water runoff, along the perimeter of new development when locating nonresidential uses adjacent to residential uses and high-density residential uses adjacent to medium and low-density residential uses.
3. Screen dumpster areas and utility or water pumping stations with masonry walls and landscaping.

ARCHITECTURAL ELEMENTS

Overall Goal:

Design architectural elements to be compatible with existing residences and to preserve mountain views.

Policies:

1. Provide a transition of heights and/or densities for proposed development adjacent to less intensive residential uses, unless other mitigation measures, such as building setbacks, provide adequate buffering.
2. Locate balconies and windows to protect the privacy of adjacent residential development, when possible.
3. Provide view corridors to mountain peaks from at least one point from adjacent development; for example, roof lines can vary to allow a view to mountain peaks.

FREESTANDING WALLS

Goal:

When walls are appropriate, utilize decorative, masonry walls as screening elements to enhance visual continuity along major street frontages for parking and outdoor commercial storage areas adjacent to existing low-density residential uses.

Policies:

1. Construct screening walls along the frontages of major streets with decorative materials, such as tile, stone, or brick, or cover walls with a coarse textured material, such as stucco or plaster.
2. Promote the use of colors found predominately in the natural desert landscape for exterior wall colors.
3. Construct walls along perimeter property lines to an average minimum height of five feet, except noise walls which may be higher.
4. Enhance the visual appearance of a continuous solid mass, such as a wall of greater than 75 feet in length and 3 feet in height, by one or more of the following techniques:
 - a. Vary the wall alignment (jog, curve, notch, or set back, etc.), and plant trees or shrubs in the voids created by the variations.
 - b. Plant trees and shrubs, which are proportional in scale to the proposed wall, at least every 25 feet.
 - c. Use two or more materials such as tile, stone, or brick, to create a visually interesting design pattern on the proposed wall.

VI. PUBLIC/SEMI-PUBLIC USES

Public/semi-public uses within the Sewell/Hudlow area include: two Tucson Unified School District (TUSD) elementary schools, Sewell Elementary School and Hudlow Elementary School; Wilmot Library, one of the busiest library branches in the City library system; St. Joseph's Hospital and surrounding related uses, such as medical offices, nursing homes and apartments designed for older citizens; and public streets, and drainageways.

Intent Statement: The intent of the public/semi-public policies is to address the impact of these uses on existing residential and nonresidential uses and the area transportation system.

Public and Semi-Public Uses Goal:

Ensure compatibility of public/semi-public facilities with existing Sewell/Hudlow land uses.

A. SCHOOL DISTRICT

The *Sewell Hudlow Neighborhood Plan* area is within the Tucson Unified School District boundaries. Sewell Elementary School is located on the south side of 5th Street and is attended by students living in the surrounding neighborhoods, as well as students living north of 5th Street and east of Wilmot Road. Hudlow Elementary school is located west of Kolb Road within the interior of the Hudlow area. Middle school students and high school students attend Utterback and Fickett Middle Schools and Palo Verde and Rincon High Schools. These schools are located outside the boundaries of the *Sewell/Hudlow Neighborhood Plan*.

According to information provided by representatives of TUSD, all schools serving the Sewell/Hudlow area have the capacity to meet expected student needs for the next five years. Representatives of TUSD identified a concern for student safety since some Sewell students cross 5th Street and Wilmot Road, and some Hudlow students cross Kolb Road.

Intent Statement: The intent of the school district policies is to address concerns regarding safe access to schools for area students.

SCHOOL GOAL:

Promote the safety of students when attending area schools.

Policies:

1. Continue to solicit Tucson Unified School District (TUSD) development review to ensure provision of safe pedestrian and bicycle pathways from new development to area schools during the rezoning and development review processes.
2. Work with TUSD, the City's Police Department and the Tucson Department of Transportation to ensure provision of safe student crosswalks for students crossing Wilmot Road and 5th Street.
3. Utilize interior streets whenever possible to provide safe routes for students walking or biking to school.

B. MEDICAL COMPLEX

St. Joseph's Hospital is a major medical facility located just east of Wilmot Road. the facility fronts on Carondelet Drive, a local street. The northern edge of the facility abuts Harold Bell Wright Estates. A number of related services have located in the vicinity of St. Joseph's Hospital creating a significant medical complex. these uses, which include medical offices, nursing care facilities and apartments designed for older citizens, are located on both sides of Carondelet Drive, although emergency access to St. Joseph's Hospital is provided by a roadway which is shared with the Wilmot Public Library. Although much of this medial complex area is developed, a 14-acre lot and several small parcels are currently vacant. Concerns have been raised by the Fire Department regarding sufficient access for emergency vehicles on the streets that service the non-ambulatory and semi-ambulatory patient complexes near St. Joseph's Hospital.

Intent Statement: The intent of the Medical Complex Policies is to address the impacts of a major medical complex and related services on adjacent neighborhoods and the transportation network.

MEDICAL COMPLEX GOALS:

Encourage sensitive infill development in the vicinity of St. Joseph's Hospital.

Ensure safe vehicular access to the St. Joseph's Medical Complex.

Policies:

1. Require appropriate buffering elements (setbacks, noise walls, mature vegetation, etc.) during the rezoning and development review processes when locating new medical facilities or related uses adjacent to existing residential uses.
2. Encourage adjacent neighborhood associations to work with St. Joseph's Hospital to provide buffering of outdoor equipment which produces odor or noise impacts on adjacent residential uses.

3. Allow rezonings to low-rise office uses or medium-density residential uses as shown on the Land Use Development Map provided that traffic generated can be accommodated on Carondelet Drive and emergency vehicle access is provided (see Residential Policy 2.b and Nonresidential Policy 4).
4. Promote an integrated pedestrian system to serve the special needs of patients using the medical facilities and area residents.

C. FLOODPLAIN MANAGEMENT AND FLOOD CONTROL

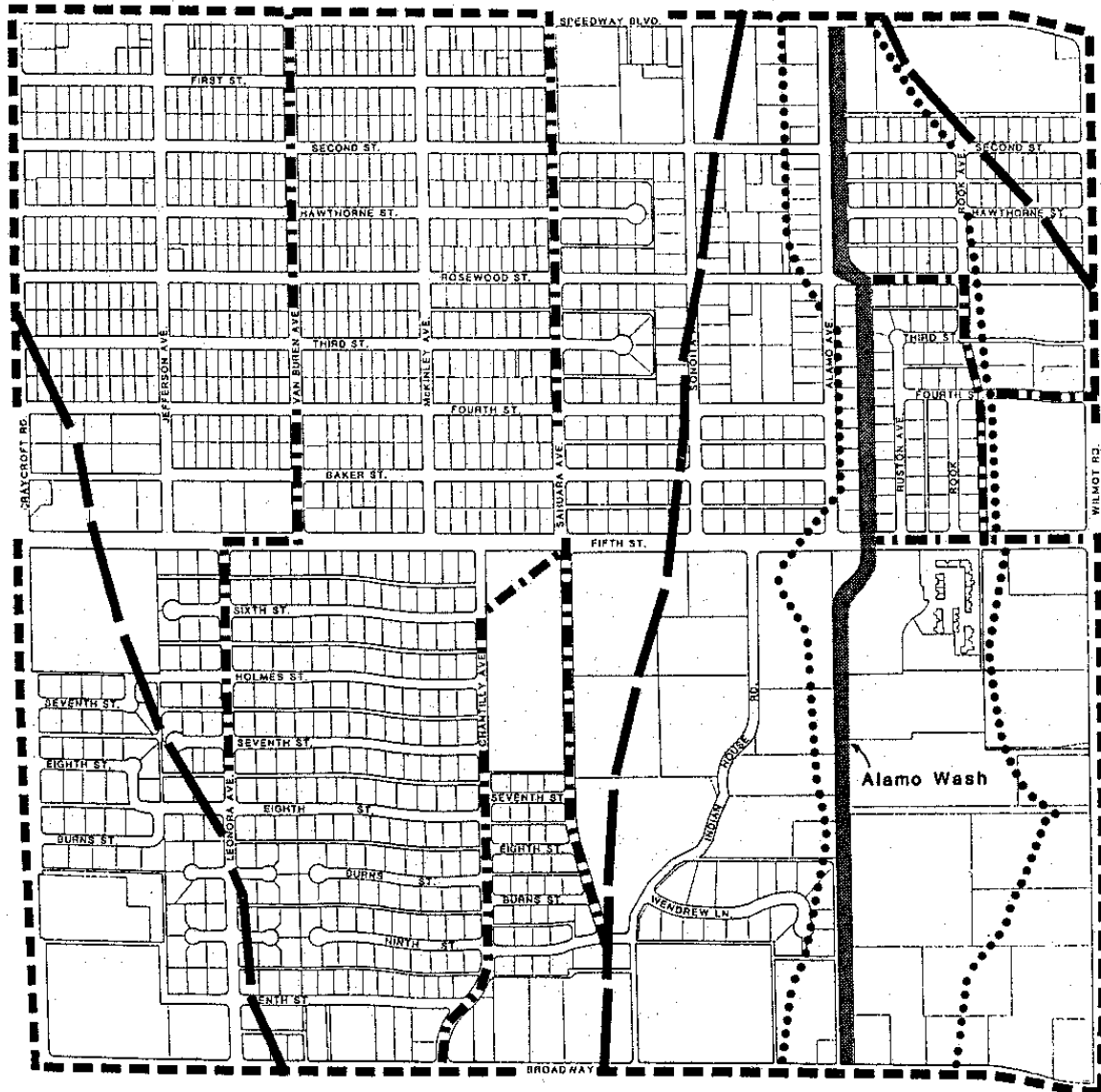
According to the City Floodplain Management and Flood Control Section, the Sewell/Hudlow area drains in a northerly direction. The primary drainage pattern includes two major washes: the Alamo Wash, within the eastern one-third of the Sewell area, and the Rose Hill Wash which bisects the Hudlow area. A number of minor drainageways drain the remainder of the Sewell/Hudlow area (see drainage conditional maps).

In general the Sewell area drains well; however, the capacity of Alamo Wash is limited and during high flood flows, the Alamo Wash may overtop its banks. Currently most of the stretch of the Alamo Wash contained within the Sewell area has revegetated from the alignment modifications done in 1950 and represents the predominant open space within the Sewell area. A 1984 drainage basin study of the Alamo Wash recommended concrete channelization of the wash and eighty feet of right-of-way. Currently, stabilization alternatives other than concrete channelization are being reviewed, as well as landscaping along the banks of the wash. A landscape architectural firm has been contracted by the City to provide landscape treatment recommendations for the wash.

Flooding problems have also been identified along Sahuara Avenue, Van Buren Avenue, and Chantilly Drive. Increasing the water capacity of the Alamo Wash will alleviate the backwater problems along Sahuara Avenue. Future storm drains along Van Buren Avenue and Chantilly Drive will provide relief from flooding on those streets..

Information concerning the drainage capacity of minor drainageways in the Hudlow area is unavailable. The City Floodplain Management and Flood Control Section has determined that a drainage study of these drainageways should be prepared. In general, Harold Bell Wright Estates and the areas served by Rose Hill Wash are adequately served by existing features.

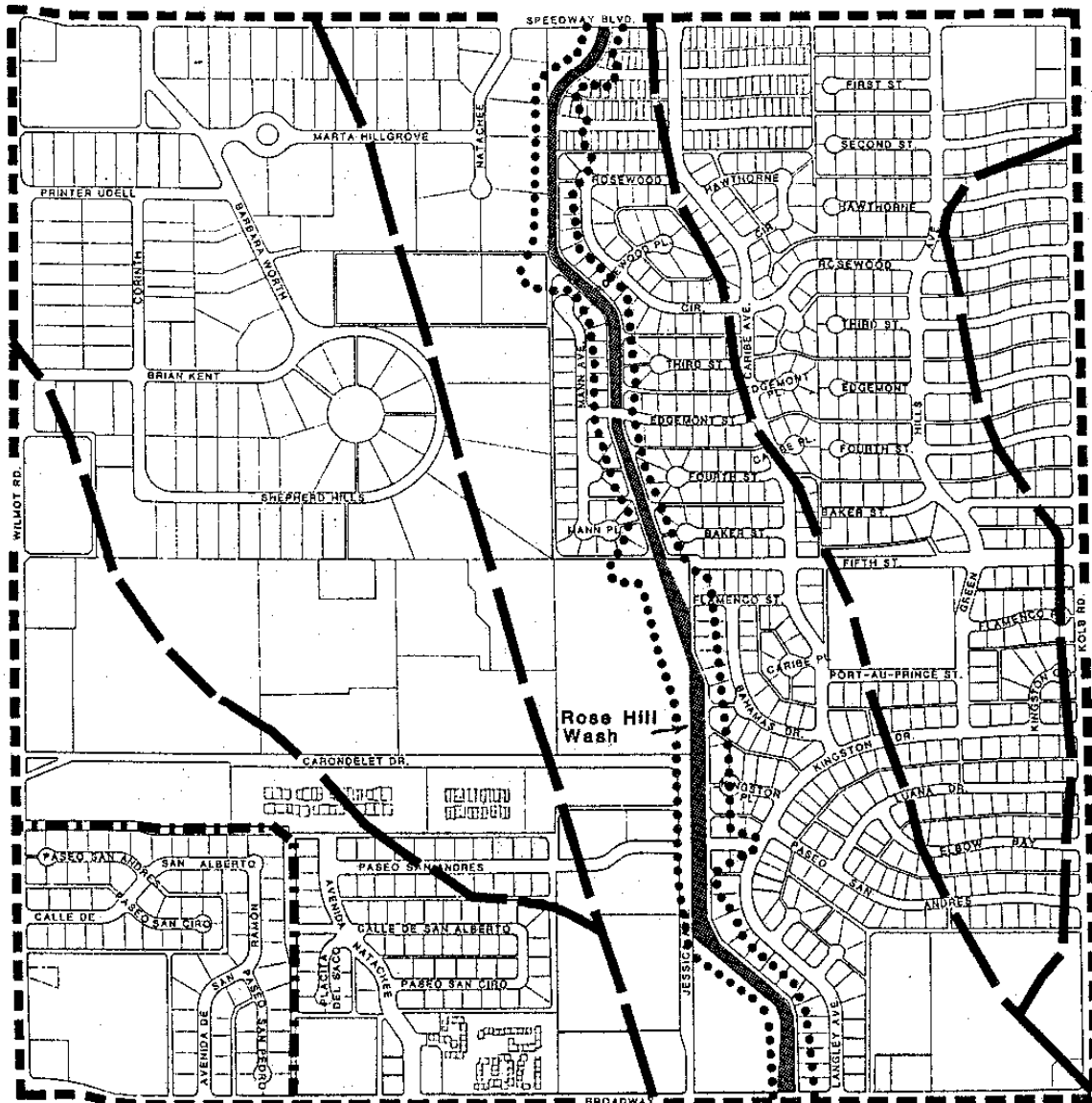
Intent Statement: The intent of the Floodplain policies is to protect, repair and restore natural watercourses when addressing potential flooding problems.



DRAINAGE CONDITIONS Sewell Area

LEGEND:

- STUDY AREA BOUNDARY
- WASH OR DRAINAGWAY
- FLOODPLAIN BOUNDARY
- · - · - · EXISTING DRAINAGE SYSTEM
- APPROXIMATE DRAINAGE BASIN BOUNDARY



DRAINAGE CONDITIONS Hudlow Area

LEGEND:

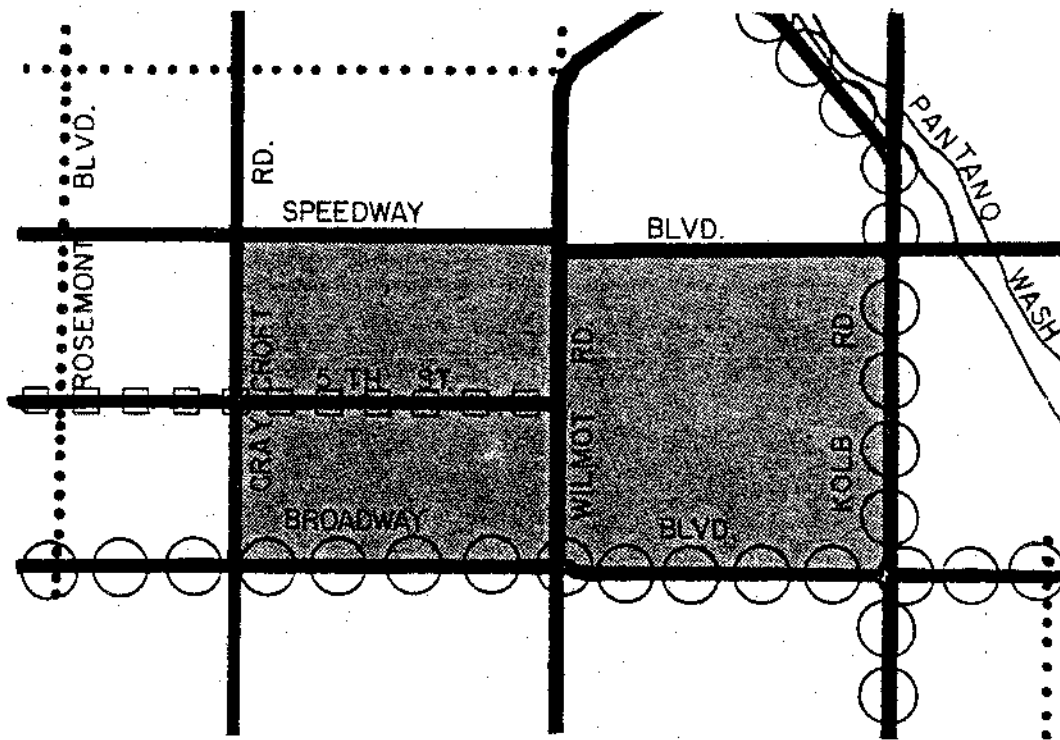
- STUDY AREA BOUNDARY
- WASH OR DRAINAGEWAY
- FLOODPLAIN BOUNDARY
- - - - - EXISTING DRAINAGE SYSTEM
- DRAINAGE BASIN BOUNDARY

FLOODPLAIN GOAL:

Promote environmentally sensitive and comprehensive floodplain management in the Sewell/Hudlow area compatible with multiple uses, as outlined in the *General Plan* (Section 3, Policy 2).

Policies:






1. Coordinate with the City Department of Transportation to preserve and enhance the usable open space along Alamo Wash and Rose Hill Wash, by:
 - a. Conducting a vegetation study, at the time of wash improvements, to identify trees and shrubs that would be retained;
 - b. Preserving and enhancing natural wash vegetation;
 - c. Providing pedestrian pathways along the wash banks without compromising the privacy of individual residents;
 - d. Upgrading the visual appearance of the wash at its intersections with Speedway Boulevard and 5th Street; and
 - e. Requiring dedication of open space along the Alamo Wash and Rose Hill Wash during the rezoning and development review processes as new development occurs.
2. Encourage a comprehensive approach to floodplain management and flood control in the Sewell/Hudlow area by:
 - a. Conducting a drainageway study of minor drainage basins in the Hudlow area;
 - b. Requiring developers to submit hydrology/hydraulic studies that consider drainage impacts on uses in proximity to the development site, when requested by City Floodplain Section; and,
 - c. Requiring dedication of right-of-way for drainage improvements along Van Buren Avenue during rezoning when requested by City Floodplain Section.
3. Encourage drainage improvements to alleviate flooding problems along 5th Street from Craycroft Road to Wilmot Road.



SEWELL/HUDLOW NEIGHBORHOOD PLAN

Major Streets and Routes

LEGEND:

-  SEWELL/HUDLOW NEIGHBORHOOD PLAN AREAS
-  ARTERIAL STREET
-  COLLECTOR STREET
-  GATEWAY ROUTE
-  COMMUTER ARTERIAL

D. TRANSPORTATION

The Sewell Hudlow area is bounded and bisected by heavily traveled arterial streets. Speedway Boulevard forms the northern boundary, Craycroft Road forms the stern boundary, Broadway Boulevard forms the southern boundary and Kolb ad forms the eastern boundary. Kolb Road, a major cross-city corridor, connects to Interstate 10 on the south and is planned to connect to Sabino Canyon Road, to the north, in the next six to ten years. The Sewell/Hudlow area is bisected by Wilmot Road, a heavily traveled arterial. Fifth Street, which forms a T-intersection with Wilmot Road, is designed as a commuter arterial in the *Major Streets and Routes Plan*. As such the plan recommends retention of residential uses, when feasible, along 5th Street.

Four different Sun Tran routes serve the Sewell area, and three different Sun Tran routes serve the Hudlow. All seven routes operate seven days a week. The *Short Range Transit Plan* identified the vicinity of Broadway and Wilmot Road as a possible future location for a transit center. No specific route changes within the area are included in the *Plan*.

Both Broadway Boulevard and Kolb Road are designated Gateway Routes. Gateway Routes are routes which are heavily traveled by area residents and visitors alike. To enhance their appearance, special landscaping and screening requirements apply. The on-going Broadway Corridor study recommends road improvements for Broadway Boulevard from Euclid Avenue to Houghton Road. Within the Sewell/Hudlow area, grade separated interchanges are recommended for the intersections of Broadway with Kolb Road and with Craycroft Road. To decrease air pollution, some area residents also support a grade separated interchange at Broadway and Wilmot Road.

The Fire Department has raised the concern of sufficient emergency access on streets around St. Joseph's Hospital to serve non-ambulatory and ambulatory complexes near St. Joseph's Hospital. Safe access for students crossing arterial streets (see School District Policies) and limiting non-local traffic on neighborhood streets are also Sewell/Hudlow concerns.

Although bikes can share the bus lane along Broadway Boulevard, the primary designated bike route in the Sewell Hudlow area is along Rosewood Avenue which does not extend east of Wilmot Road. Area residents have expressed a concern that bicycles on arterial streets such as Broadway create a hazard for motorists and bicycles alike. Pedestrian circulation within the Broadway/Wilmot activity center is discontinuous and requires crossing a major arterial to gain access to activity center businesses and services.

Intent Statement: The intent of the Transportation Policies is to provide guidelines for safe pedestrian and vehicular circulation.

TRANSPORTATION GOAL:

Provide a transportation network which meets the circulation needs of area residents while being consistent with city-wide transportation goals.

Policies:

1. Provide safe pedestrian and bicycle access throughout the Sewell/Hudlow area.
 - a. Provide a safe bicycle route across Wilmot Road from the bike path along Rosewood Avenue.
 - b. Require continuous pedestrian circulation systems which provide connections to public sidewalks and adjacent development during the subdivision and development review processes.
 - c. Pursue alternatives to street level pedestrian crossings of arterial streets to provide safe pedestrian circulation between components within the Activity Center, through funding mechanisms such as Improvement Districts, and in-lieu fees, to be shared among Activity Center uses (see Nonresidential policy 7).
 - d. Require at least the minimum pedestrian safety buffer zone between the sidewalk and roadway curb, per City of Tucson Development Standards, during roadway improvements or during the rezoning and development review processes for new development.
2. Provide safe and efficient vehicular access throughout the Sewell/Hudlow Area.
 - a. Work with the City Transportation Department to develop methods to limit non-local traffic on local neighborhood streets.
 - b. Work with the City Transportation Department to alleviate traffic conflicts between traffic exiting from Harold Bell Wright Estates and traffic accessing the medical complexes and neighborhood on the west side of Wilmot Road.
 - c. Support the development of grade separated interchanges at the intersections of Broadway Boulevard with Craycroft Road and Kolb Road. Consider the development of a grade separated interchange at Wilmot Road.
 - d. Ensure adequate emergency access along Carondelet Drive for new and existing development during the rezoning and development review processes.
3. Promote the commuter arterial status of 5th Street; and retain the residential uses along 5th Street (see Residential and Nonresidential policies).

VII. PLAN ADMINISTRATION

Goals and policies of the *Sewell/Hudlow Neighborhood Plan* will be implemented as development is proposed, primarily through the rezoning review process. When an application for rezoning is submitted, it is evaluated for compliance with plan policies relating to land use and specific subarea recommendations. An amendment to the plan is required if the rezoning request to comply with these policies. At the time of initial rezoning submittal, development concept plans are also reviewed to see if they meet the intent of General Design and Buffering Policies. When Mayor and Council consider rezoning requests, they may attach specific conditions to those requests which they approve. Some of those conditions may be based on neighborhood plan policies.

The Community Design Review Committee (CDRC), which is an inter department/inter-agency body, reviews all subdivision plats and rezoning development plans in the City. In addition to review for compliance with Development Standards, this agency also evaluates plats and plans for consistency with adopted plan policies which relate to site design. When appropriate, City review committees will require compliance with plan policies. Adopted plan policies also assist in formulating staff positions on requests for variances to the *Land Use Code*.

Neighborhood participation in the plan implementation process is coordinated through the City's Citizen Participation Office which registers neighborhood associations and maintain files on current neighborhood representatives. It is the neighborhood associations' responsibility to maintain up-to-date records with this agency.

Intent Statement: For purposes of plan implementation, the plan administration policies are intended to identify the responsibilities of the City of Tucson Planning Department, the Citizen Participation Office, area developers, and neighborhood associations.

PLAN ADMINISTRATION GOAL:

Promote the implementation of plan goals and policies.

Policies:

1. Provide for citizen input in the plan implementation process.
 - a. Require builders and developers of proposed projects within the plan area to notify and offer to meet with affected neighborhood associations and property owners, with sufficient time to allow for a meeting to be scheduled a minimum of one week (seven days) prior to the scheduled rezoning public hearings and development review submittals. It is noted that much of the land use within the Sewell/Hudlow area is governed by privately enforced deed restrictions. Investigation of deed restrictions is encouraged as part of any consideration of land use development in the Sewell/Hudlow area.

- b. Require builders/developers to submit a written summary of their neighborhood participation efforts to the City Planning Department prior to rezoning public hearings and development review submittals.
 - c. Require the City to notify affected neighborhood associations of rezoning requests and development review meetings within the plan area.
 - d. Continue to require neighborhood associations within the plan area to maintain up-to-date records of association representatives with the City's Citizen Participation Office.
 - e. Encourage affected neighborhood associations to forward comments on proposed development projects to the appropriate review bodies. Comments should be submitted as early as possible to ensure their attachment to Planning Department staff reports to the Zoning Examiner in rezoning cases, and to the CDRC in development plan and subdivision cases.
 - f. Continue to require City departments and agencies to contact affected property owners and neighborhood associations of pending improvement projects in the area.
 - g. Encourage other governmental agencies to contact affected neighborhood associations of proposed projects in the area.
2. Demonstrate compliance with *Sewell/Hudlow Neighborhood Plan* policies in all applications for land use change by submitting a plan at the time of rezoning which may include (but is not limited to) the following information:
- a. Location of structures;
 - b. Screening and landscape buffers;
 - c. Building heights;
 - d. Setbacks;
 - e. Pedestrian and vehicle circulation;
 - f. Inventory of existing vegetation;
 - g. Lighting; and
 - h. Parking layout.